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SOUTH END MEDICAL AREA PLANNING STUDY

SUMMARY REPORT:

INVENTORY OF EXISTING CONDITIONS

SURVEY OF PROPOSED DEVELOPMENT, PUBLIC IMPROVEMENTS, AND
NEIGHBORHOOD CONCERNS

August 1988

prepared for:

NOT FOR



The
University
Hospital

prepared by:

CBT

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Architecture Landscape Architecture Neighborhood Planning Interior Design

South End Medical Area Planning Study
Summary Report

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AND NEIGHBORHOOD CONCERNS

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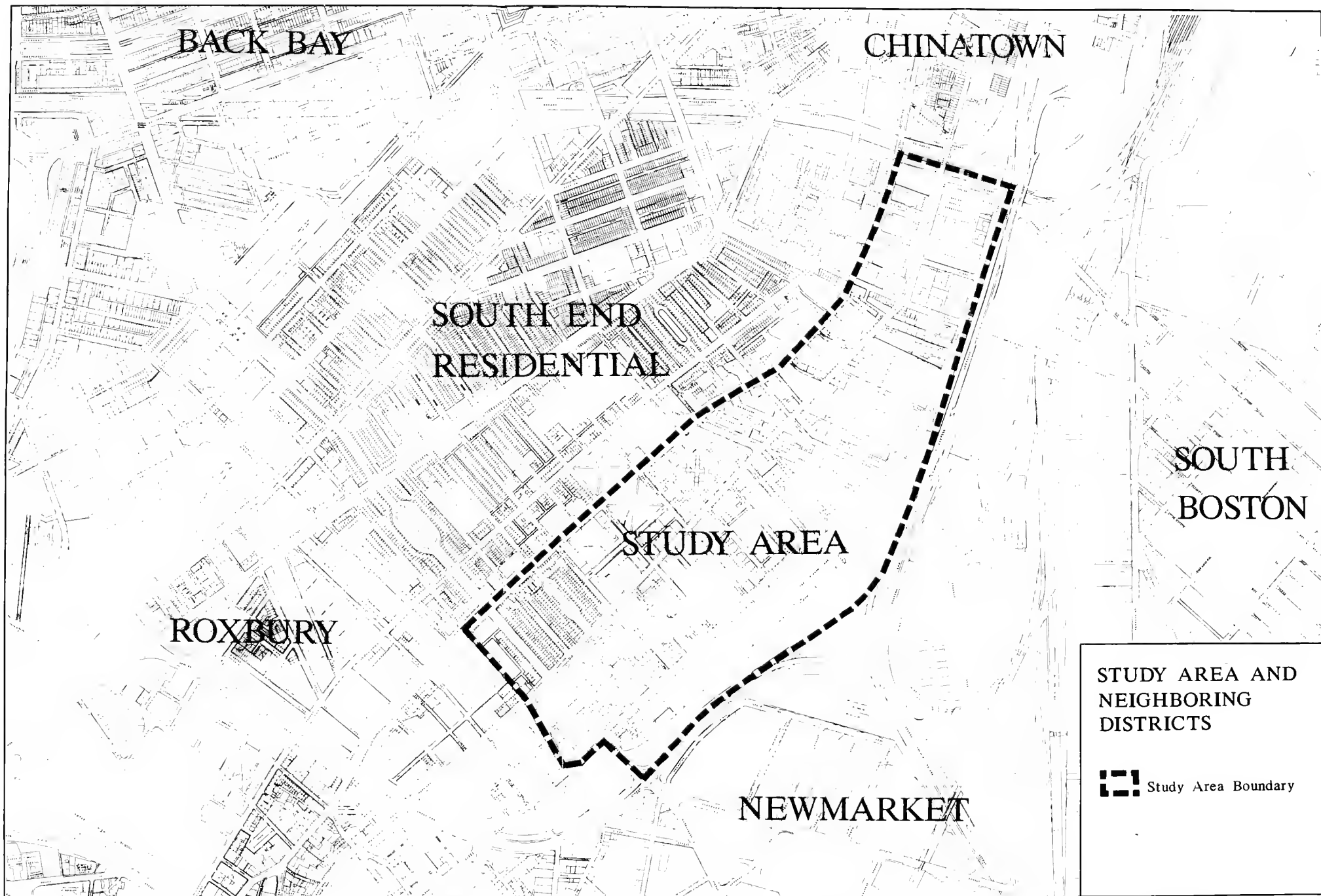
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INTRODUCTION AND PURPOSE

The South End Medical Area Study Area is defined as that portion of the South End bounded by Washington Street to the west, Northampton Street and segments of Albany Street and Massachusetts Avenue to the south, the Southeast Expressway to the east, and to the north by Herald Street. (See Figure 1) The proximity to downtown Boston, access to regional transportation networks, and the inclusion of major medical institutions is producing pressure for development in and around the area. Major public improvements in the transportation infrastructure serving the area are currently being planned by various agencies. Medical institutions within the study area continue to expand. Parking and traffic are already significant concerns to residents and businesses alike. A significant amount of land in the study area is currently vacant or underutilized. These and other considerations present both a challenge and an opportunity to give direction and shape to the South End Medical Area's future.

As the first step in an overall master planning effort, this report is intended to establish a planning data base and to begin identifying critical planning issues for the area. Two different avenues of data collection have been pursued. First an inventory of existing conditions for characteristics such as land use, zoning, etc. was compiled and mapped. Secondly, a survey of proposed development, public improvements, and neighborhood concerns was conducted in order to gain a more accurate picture of development trends and pressures currently operating in the area. It is intended that these preliminary findings be made available to all interested parties in order to generate further discussion so that a complete identification of planning issues can be made.



SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 1



Prepared For:
University Hospital

Consultants:
Robert F. Walsh Associates, Inc.
Howard/Stein-Hudson Associates
CBT/Childs Bertman Tseckares & Casendino Inc.

LAND USE (See Figure 2)

The study area forms the eastern portion of the larger South End neighborhood. While the majority of the South End is residential, the study area includes a more diverse mixture of land uses, the principal components of which are: institutional, industrial, and residential. Figure 2 shows the ground-floor uses of buildings in the study area. Also indicated are major public open spaces and surface parking areas. It should be noted that the remaining vacant/unbuilt land areas are for the most part usable open spaces when located in medical and residential blocks. When located in more industrial areas they are sometimes used for outdoor storage or staging areas but often they are simply vacant and unused.

Most residential uses within the study area are located between Washington Street and Harrison Avenue and include the Worcester Square area and the Cathedral Housing project. Residences in the Worcester Square area are principally multiple-unit brick rowhouses typical of the majority of residential buildings in the South End.

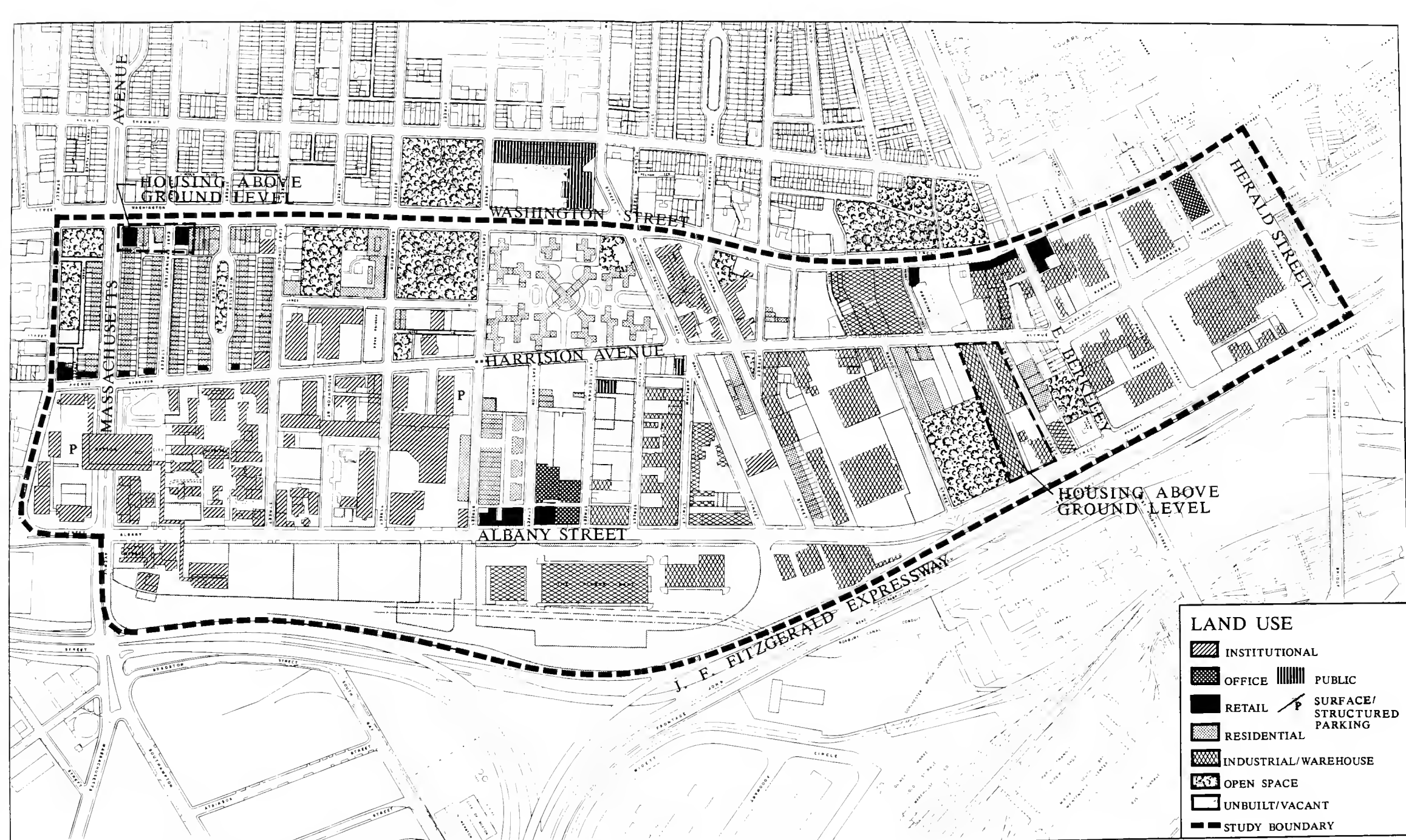
The Cathedral Housing project, bounded by Washington Street, Monsignor Reynolds Way, Harrison Avenue, and East Brookline Street, consists of consists of low to mid-rise, multi-family apartment buildings. Additional apartment buildings can be found on several of the cross streets between Harrison Avenue and Albany Street.

Institutional uses within the study area can be catergorized into two principal groups with the largest being the medical and teaching facilities associated with Boston City Hospital, University Hospital, and Boston University, which are clustered in the southernmost corner of study area defined by Harrison Avenue and East Brookline Street. The second institutional group is represented by the Church of the Immaculate Conception and the Cathedral of the Holy Cross and their related facilities, the former located on Harrison Avenue between East Concord and East Newton streets, and the latter on Washington Street, Monsignor Reynolds Way and Union Park Street.

A variety of light industrial uses are located in the northern half of the study area and along Albany Street and the Southeast Expressway. A significant portion of the land in this area is currently used for surface parking.

Small pockets of commercial/retail uses occur at points along Washington Street, Harrison Avenue, and Albany Street.

Uses surrounding the study area include the South End residential area mentioned above, the Roxbury neighborhood across, Massachusetts Avenue to the south which is primarily residential, various industrial uses along the Southeast Expressway corridor, and the Chinatown neighborhood which is a mixture of residential and commercial uses, located to the north across the Massachusetts Turnpike.



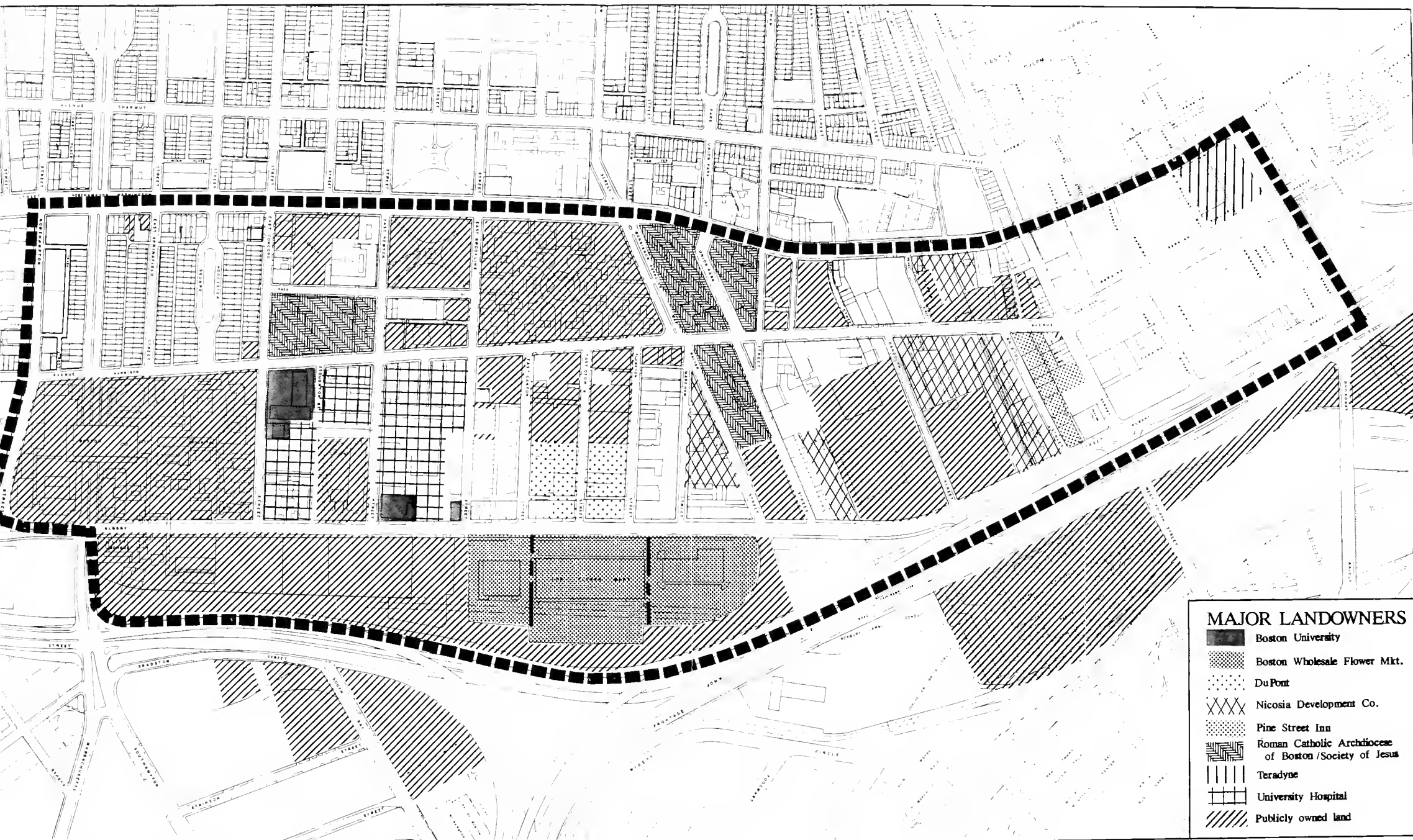
SOUTH END MEDICAL AREA PLANNING STUDY

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Coordinators:
 Robert F. Welch Associates, Inc.
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FIGURE 2





MAJOR LANDOWNERS

- Boston University
- Boston Wholesale Flower Mkt.
- DuPont
- Nicosia Development Co.
- Pine Street Inn
- Roman Catholic Archdiocese of Boston / Society of Jesus
- Teradyne
- University Hospital
- Publicly owned land

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FIGURE 3



OWNERSHIP: (See Figure 3)

A large portion of the land in the study area is publicly owned and administered by various city and state agencies including the following:

City of Boston

- o Boston Redevelopment Authority
- o Boston Housing Authority
- o Department of Health and Hospitals
- o Parks Department
- o Department of Real Property
- o Public Facilities Department

Commonwealth of Massachusetts

- o Department of Public Works
- o Massachusetts Bay Transportation Authority
- o Department of Capital Planning and Operations
- o Department of Mental Health

Moreover, the northern and eastern edges the study area are bounded by the publicly owned rights-of-way of the Southeast Expressway and the Massachusetts Expressway and the Massachusetts Turnpike. Planned improvements to these roadways may include taking specific portions of privately owned land by eminent domain. Conversely, there is the possibility that portions of these rights-of-way will be vacated and made part of adjacent parcels.

Private institutions comprise the second major category of land ownership in the study area. University Hospital owns most of the property bounded by Harrison Avenue, East Concord Street, Albany Street, and East Brookline Street. Much of the remainder is owned by Boston University which is associated with the University Hospital but retains separate ownership of its property in the area.

Another major institutional owner in the area is the Roman Catholic Archdiocese of Boston which owns the Cathedral of the Holy Cross and two other parcels; one across from the Cathedral on Union Park Street, the other across Harrison Avenue. Several blocks south on Harrison Avenue is the Church of the Immaculate Conception, also Roman Catholic, but administered by the Society of Jesus.

A major portion of the block bounded by Harrison Avenue, and Bristol, Albany, and East Berkeley streets is owned by the Pine Street Inn, a non-profit organization providing shelter and services to the homeless.

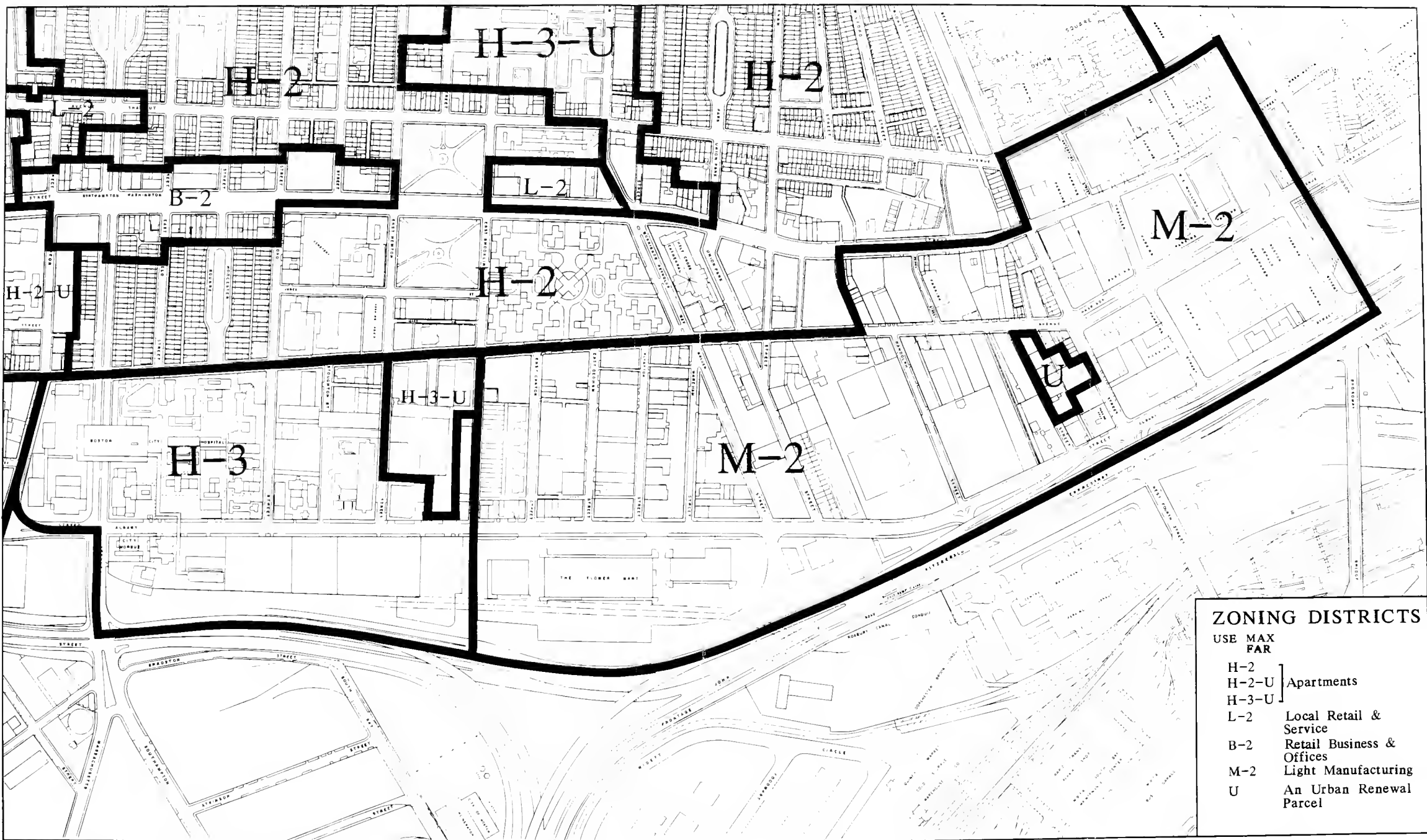
Major non-institutional private owners in the study area include; DuPont which owns parcels off Albany Street between East Canton, East Dedham and Plympton streets; Nicosia Development Company, which owns various parcels in the northern half of the study area; and Teradyne, which owns the block at the northernmost corner of the study area.

ZONING (See Figure 4)

Slightly more than half the study area falls within an M-2 restricted industrial zoning district. Up until recently, as-of-right development in such districts included commercial office space. Given the high demand for office space in the Boston market during the past few years, many of the City's light manufacturing and industrial businesses have faced increasing economic pressures to relocate outside Boston rather than bid against more economically competitive office uses for available land. In order to protect these businesses, preserve jobs, and promote a balanced economy, the City has enacted interim office use controls, in M and I districts, which will remain in effect for one year beginning April 29, 1988, during which time comprehensive planning studies will be conducted.

Most of the remainder of the study area falls within H-2, H-3, or H-3-U residential apartment district. In general, apartment districts are the least restrictive of the three residential zoning categories. A variety of non-residential uses are allocated as-of-right or conditionally in such districts.

A small portion of the study area along Washington Street is zoned B-2 - general business. Two smaller areas were designated Urban Renewal parcels in the early 1960's, developers for these parcels were subsequently designated by the Boston Redevelopment Authority. One area has been developed as part of the Boston University Medical Center. The other has been developed as the Pine Street Inn.



SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 4

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HISTORIC RESOURCES (See Figure 5)

A large portion of the South End, some of which overlaps the study area, was designated a National Register Historic District in 1973. The district is notable as the nation's largest collection of Victorian rowhouses typified by 3-5 story brick structures forming a series of well-defined and pleasantly scaled streets and squares, occasionally punctuated by civic or institutional buildings of extraordinary architectural form.

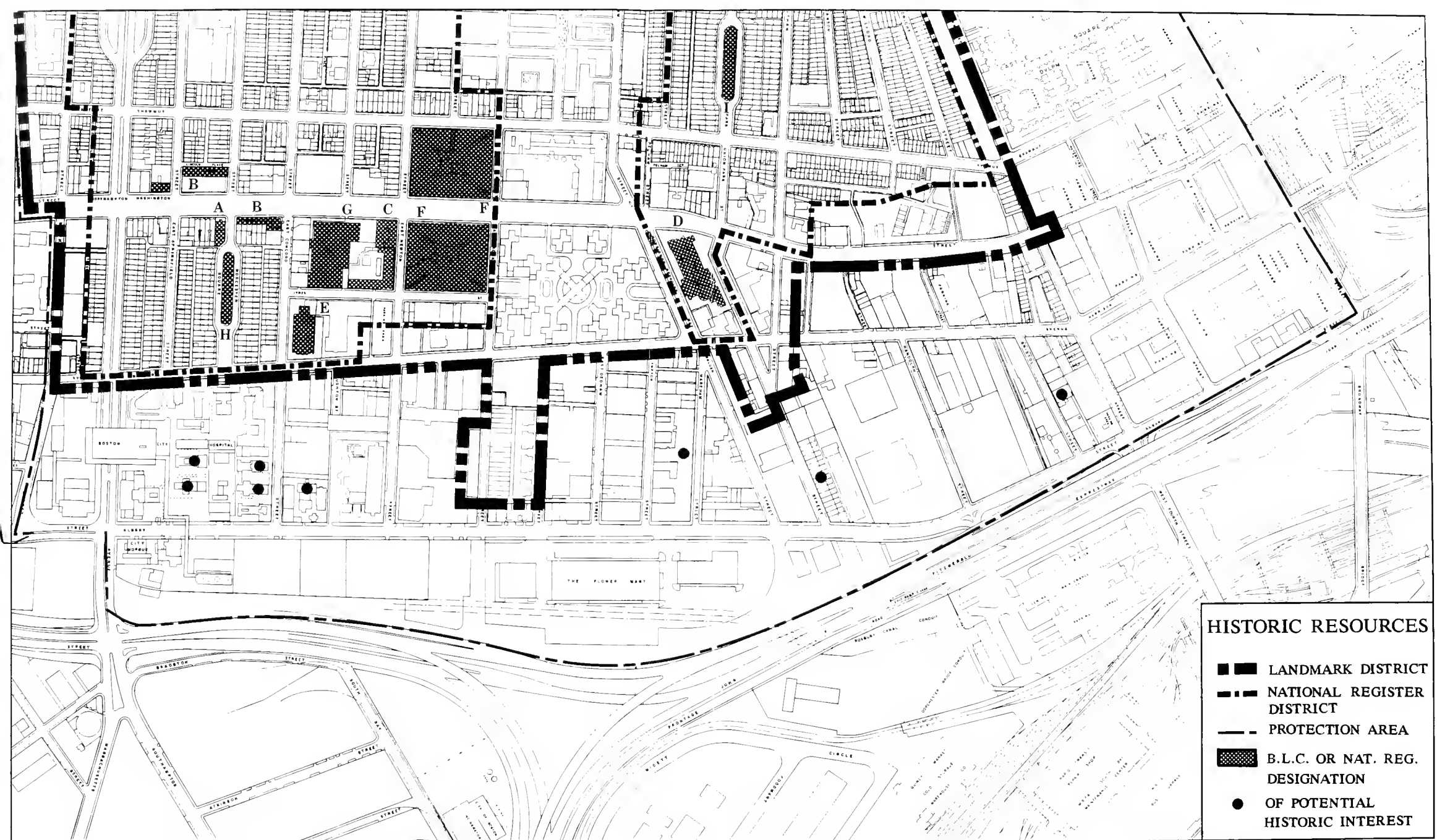
A somewhat larger South End Landmark District has been designated by the Boston Landmarks Commission and encompasses the National Register District. Unless specifically exempted, any alteration to buildings within the Landmarks District which is visible from public streets and avenues is subject to strict design review and approval by the Boston Landmarks Commission.

Both the National Register District and the Boston Landmarks District overlap the western corner of the study area. The remaining portion of the study area falls within a designated protection area which is essentially a buffer zone around the Landmark District. Development controls in this area are limited to building height, set back, land coverage, and demolition.

Individual buildings and open spaces within or adjacent to the study area which have been identified as being of particular architectural or historical quality by either the National Register or the Landmarks Commission include the following:

- A. The Allen House
- B. The Smith Block and the Malone Block
- C. Franklin Square House
- D. Cathedral of the Holy Cross
- E. Church of the Immaculate Conception
- F. Franklin and Blackstone Squares
- G. South End Burial Grounds
- H. Worcester Square Park
- I. Union Park

Buildings or spaces within the protection area which have been informally identified by the authors of this study as being of potential historical or architectural merit are also noted in Figure 5.



SOUTH END MEDICAL AREA PLANNING STUDY

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FIGURE 5



UTILITIES

A preliminary investigation of utility service to the study area, revealed no significant capacity problems for potential future development. Although some service problems currently exist in the area, improvements are in various stages of planning and implementation which are intended to alleviate existing problems and in general, handle anticipated growth.

Included in the Boston Water and Sewer Commission Capital Improvement Program for 1988-1990 is the reconstruction of Washington Street from West Roxbury Parkway to Kneeland Street. In coordination with the street construction, the Commission will be evaluating, redesigning and improving inadequate water and sewer lines along the street. Old and undersized mains, many of which date back to the nineteenth century, will be replaced. Cast iron mains of sufficient size will be cleaned and cement lined.

Other major wastewater and storm drainage projects in the area include:

- o A \$12 million project to line and reverse the flow of the Old East Side Interceptor on Albany Street to the New Boston Main Interceptor which was constructed in 1986.
- o A series of projects to separate wastewater and storm sewer systems which are expected to be underway in 1988.

Upon completion of the above improvements, which are designed with expansion in mind, the Boston Water and Sewer Commission does not expect capacity problems for the area.

Boston Thermal

In 1987 Boston Thermal took over operation of an approximately 22-mile loop of steam mains serving parts of Boston including the South End which was formerly administered by Boston Edison. Boston Thermal provides steam for heating and cooling systems, hot water, and process uses primarily to larger developments. Within the South End, Boston Thermal serves a number of the Boston Housing Authority's larger developments and the medical facilities in the Boston City/University Hospital area.

Additional service could be provided to potential new development in the area; however, this is generally not economical for projects smaller than 750,000 square feet of

office or 500,000 square feet of residential. New services along the Albany Street main may be limited due to the high demand generated by the area medical facilities. Boston Thermal is currently evaluating a potential extension of service from the Harrison Avenue Main across the Expressway to the new jail site.

Boston Edison

Electrical service to the study area is provided by Boston Edison. In recent years the South End has experienced service problems due to increasing demand. Boston Edison is currently upgrading service by creating a 13.8 KV network system of transformers serving individual blocks on projects. This will allow a greater reliability and lessen the probability for transformer overloading. The 13.8 KV network system will also relieve loading on the existing 4 KV system which will continue to serve the hospitals in the study area.

All electrical service in the area is underground. Some of the conduit duct lines are deteriorating with age and are too small to accommodate new lines.

New conduit duct lines will be installed as part of the Washington Street reconstruction project. Although there are no definite plans to do so as yet, new conduit ducts may also be installed along Albany Street. Although service to the area is being improved, impacts on the areas electrical distribution system by potential major new development would require evaluation on a case by case basis.

URBAN FORM: STREET PATTERN (See Figure 6)

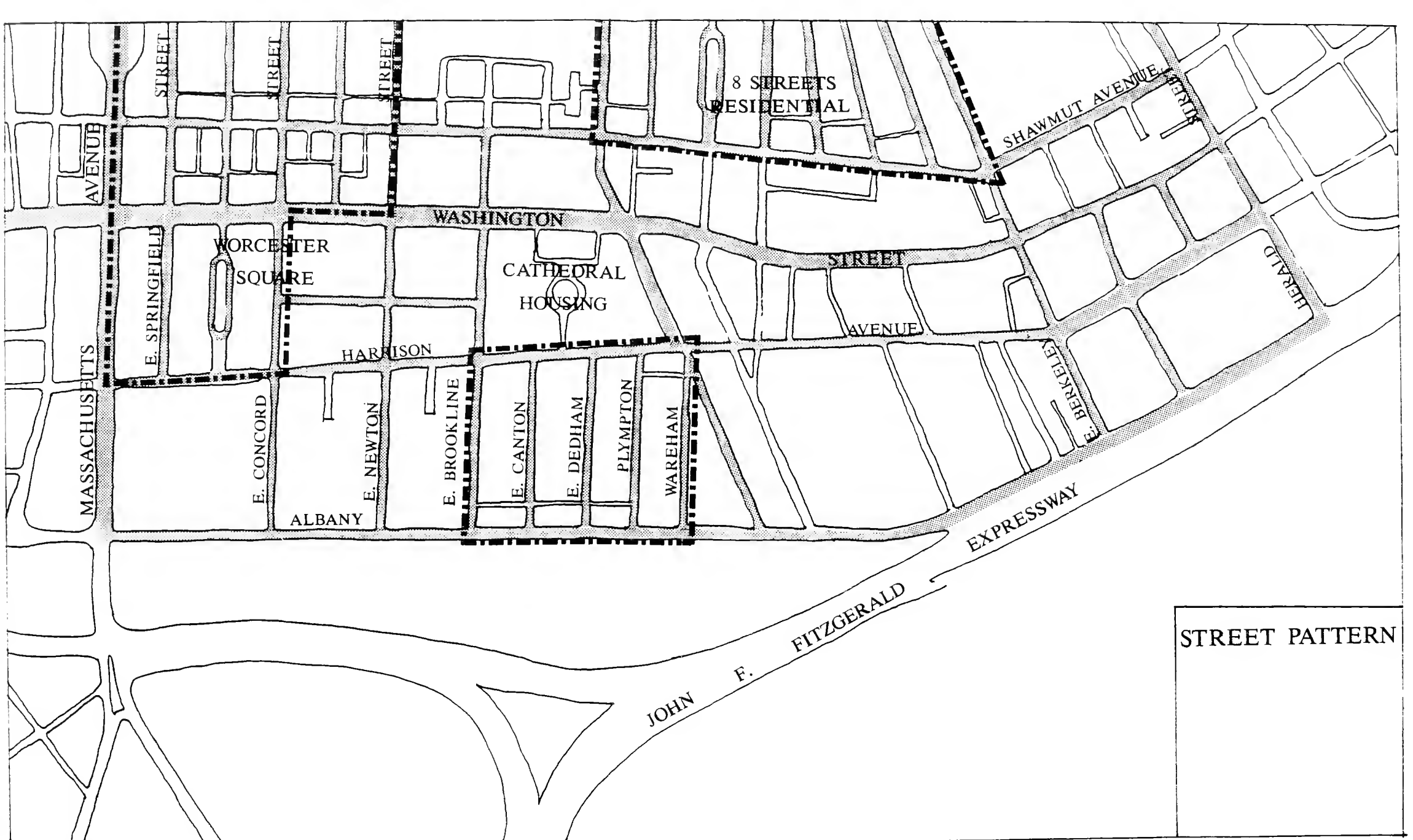
A distinctive feature of the South End is the series of major boulevards: Columbus Avenue, Tremont Street, Shawmut Avenue, and Washington Street which run roughly parallel and create long vistas through the area. Spanning between these in a more-or-less regular grid are smaller streets often punctuated by elongated residential "squares."

Washington Street, forming the northwest boundary of the study area, was originally the only thoroughfare connecting Boston to the mainland before the filling of the Back Bay and South Cove in the 19th Century. Charles Bulfinch's plan of 1801 established a grid of residential streets set at right angles to Washington Street and proposed a large "circular place" which later became Franklin and Blackstone Squares. In 1804, Albany Street, then referred to as Front Street, was laid out and filling was begun between this new street and Washington Street. Originally there were fewer cross streets between Washington and Albany making larger blocks which were intended to accommodate detached houses. Around 1850, additional cross streets were added forming narrower blocks more suitable for rowhouse development.

Shifts in the alignment of Washington Street, Harrison Avenue and Albany Street as they approach downtown Boston result in three distinct street patterns within the study area. At the portion of the study area southwest of Monsignor Reynolds Way/Malden Street the grid is at right angles to Washington Street. Between Monsignor Reynolds Way/Malden Street and East Berkeley Street the shift in Washington Street alignment creates a less orderly transition zone of irregularly shaped blocks. Between East Berkeley and Herald Street a more orderly right-angled grid pattern is reestablished but with a different orientation.

In recent decades much of the original street pattern in and around the study area has been extensively modified by closing streets and creating larger "superblock" developments such as The Cathedral, I.B.A., and Castle Square housing projects as well as institutional expansion associated with Boston City Hospital, University Hospital, and the Boston University Medical Center. Such development interrupts street continuity and contributes to the isolation of the resulting larger blocks from the surrounding areas.

In places in and around the study area there are several fine examples of the original street pattern which remains virtually intact. These include: the Worcester Square area, the "Eight Streets" neighborhood, and several blocks between Harrison Avenue, Albany Street, East Brookline Street, and Wareham Street.



SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 6



URBAN FORM: BUILDING PATTERN (See Figure 7)

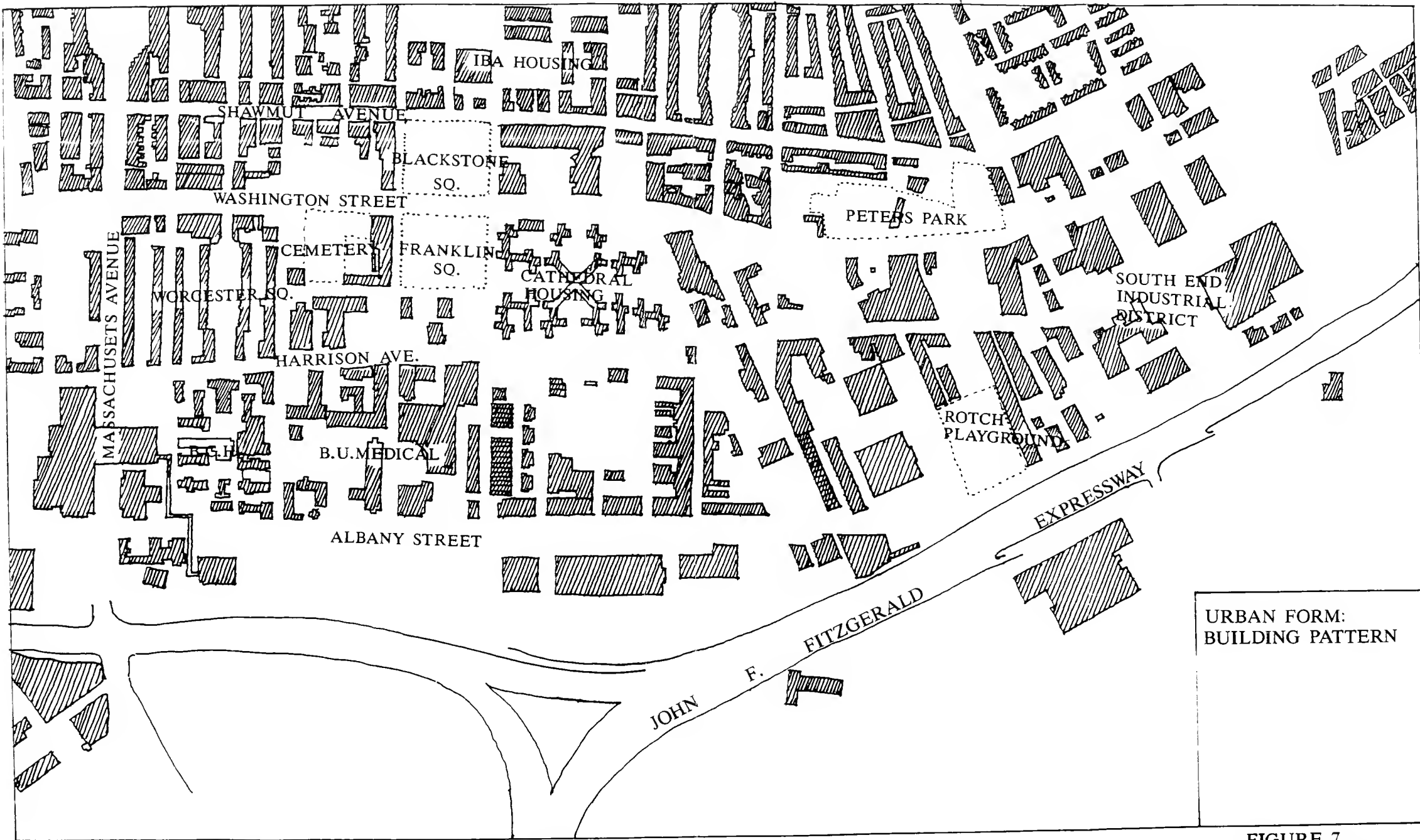
A plan of the study area showing the ground floor areas of existing buildings reveals a diversity of building patterns resulting from variations in building type and the relationship of buildings to parcels, blocks, and streets. Four general types of building patterns can be found within the area.

The building pattern in the Worcester Square area is defined by 3 to 5 story brick rowhouses uniformly set back from the street creating well-defined street corridors. This is the pattern which characterizes most of the South End.

A second pattern is apparent at the Cathedral Housing Project where building mass is pulled away from the street and distributed in a highly regularized pattern across a "superblock" parcel. The pattern is an autonomous one in that the arrangement of buildings is highly ordered but has no apparent intended relationship to surrounding buildings and streets or to Franklin Square.

A third pattern is evident in the Boston City and University Hospital area where, in an evolving mixture of old and new, buildings of various types, and scales are intermingled. In a manner typical to many medical districts, the internal programmatic demands of a functioning medical center has generated an environment completely devoid of any obvious organizing principles.

A fourth pattern is found in the industrial areas at the north end of the study area and along Albany Street. Historically, these areas have accommodated non-residential, commercial and industrial uses, many of which were once marine-related prior to the filling of portions of Fort Point Channel. Today, the pattern consists of industrial buildings often only one story in height but with large floor areas surrounded by large open areas most of which are used for outdoor storage, loading areas, or surface parking.

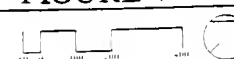


SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 7

Prepared For
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Howard/Stein-Hudson Associates
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URBAN FORM: DISTRICTS (See Figure 8)

Within the study area, several sub-areas or districts can be distinguished based on changes in use and character. Areas which have the strongest district identities are those having consistent pattern of use reinforced by coherent building and street patterns.

One of the clearest districts is the Worcester Square residential area. As mentioned earlier, this area is the only intact remnant of urban fabric in the study area which typifies the Victorian rowhouse street and building pattern.

The Medical/Institutional district, while lacking a clear pattern of organization in terms of either street or building pattern, is consistent enough in terms of use and building type, that it achieves an overall identity as a district.

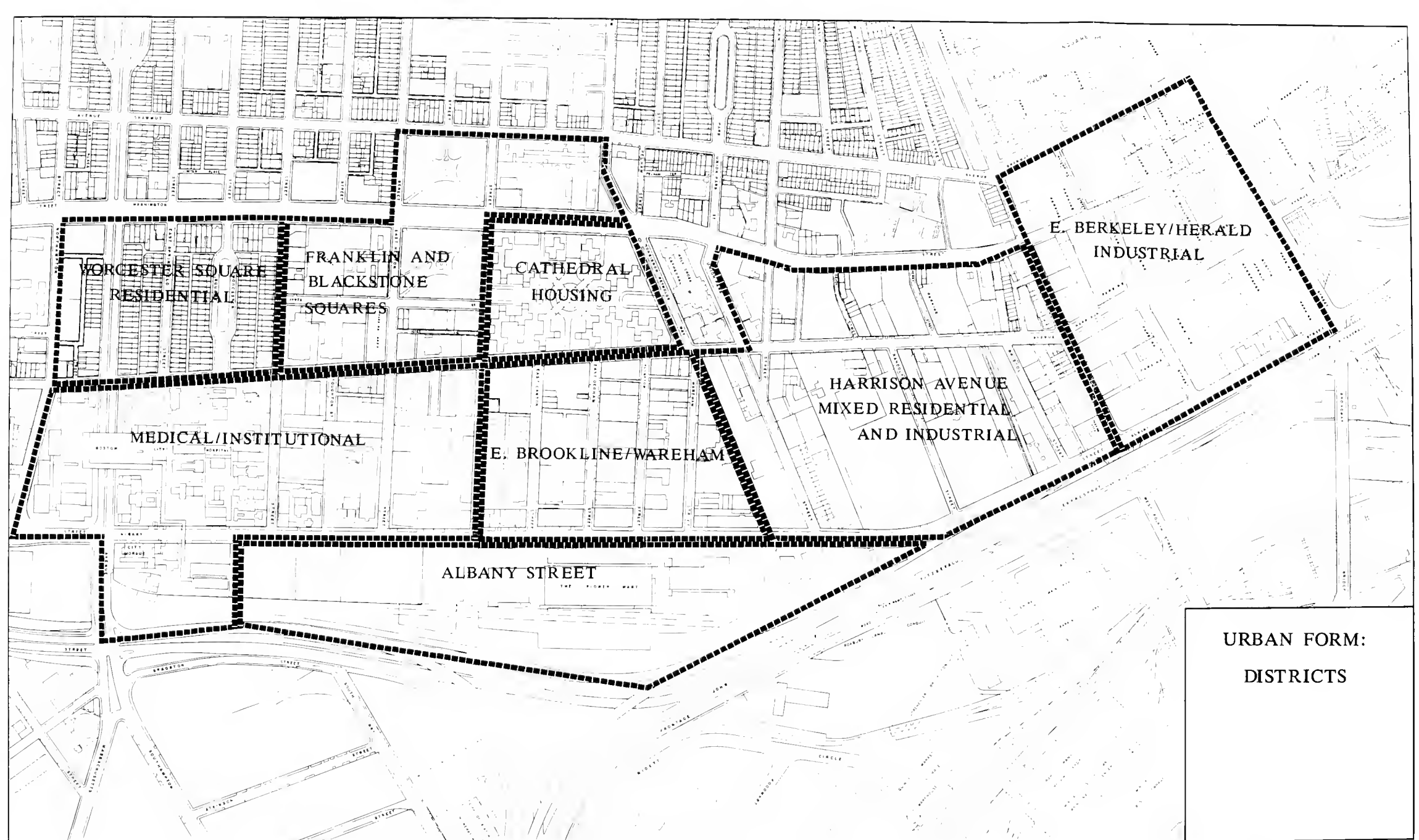
The Cathedral Housing project, by virtue of a very idiosyncratic building pattern taking over what were once public streets, has become virtually a district unto itself.

The East Brookline/Wareham Street area includes a mixture of uses as well as a diversity of building types and patterns which at first glance work against a sense of district identity. However, a clear street and block pattern offers promise that future infill development, if sensitively done, could reestablish a district identity.

The area around Blackstone and Franklin Squares is also somewhat loosely defined as a district. A variety of building types and open spaces are anchored by the two major squares.

The area between Monsignor Reynolds Way/Malden Street and East Berkeley Street has the weakest district identity within the study area. A somewhat confused mixture of residential and industrial uses and building types combined with an irregular street pattern creates a district by default rather than by design. The large number of vacant areas and surface parking lots further erodes any sense of a coherent whole.

The northernmost portion of the study area exhibits a much clearer sense of district identity due to a more regular street pattern and general consistency of industrial building types and uses.



SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 8

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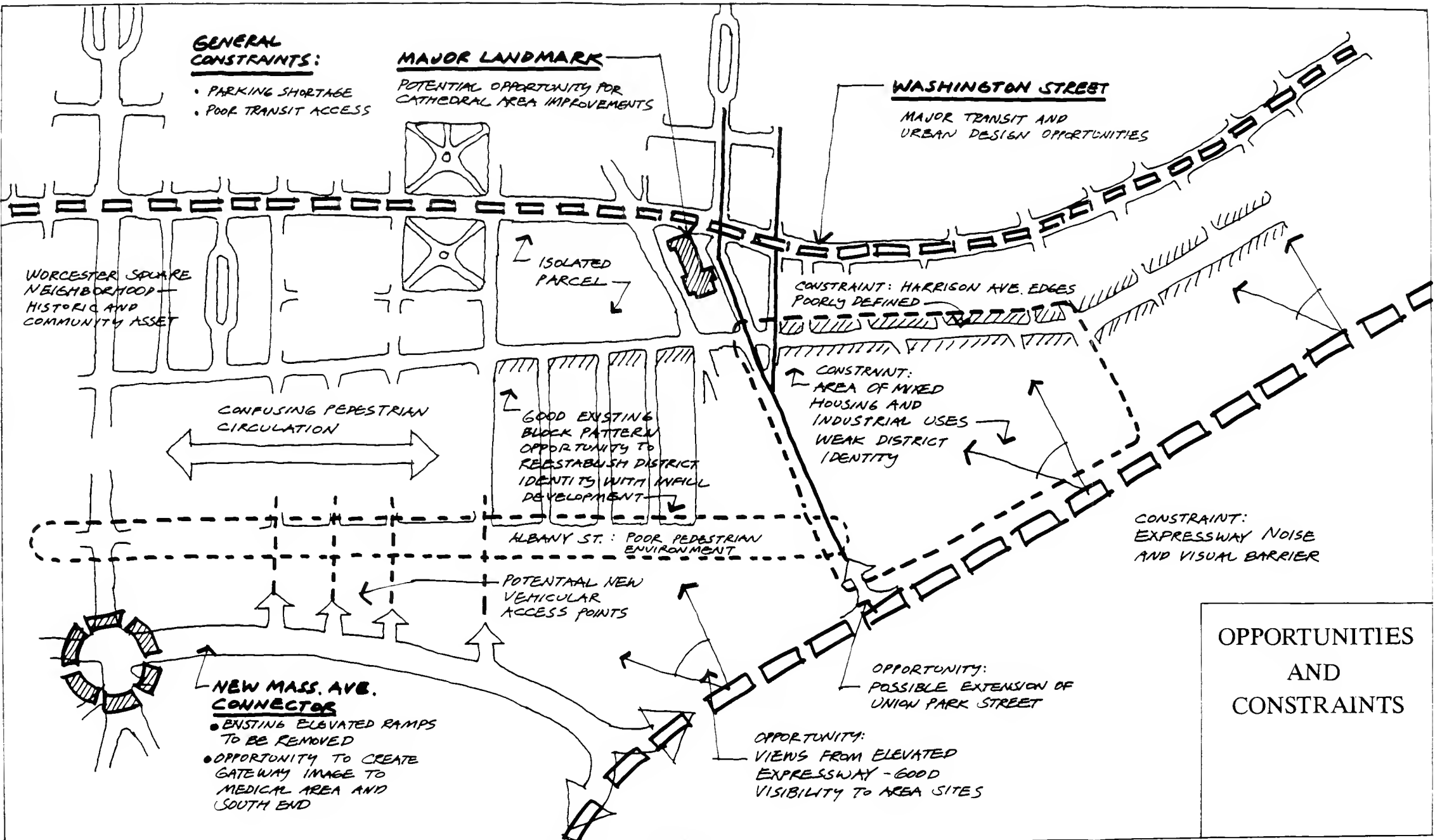
OPPORTUNITIES & CONSTRAINTS (See Figure 9)

A preliminary evaluation of the existing conditions described above reveals a number of opportunities and constraints which may be used in formulating physical planning objectives for the study area and can be summarized as follows:

- o The Worcester Square neighborhood is the only intact fragment of historic residential urban fabric in the study area. While this is clearly an asset to the area in general, it represents a potential constraint on the growth to the medical area.
- o The pedestrian and vehicular environment in the Boston City Hospital, University Hospital and B.U. Medical Center is somewhat fragmented and disorienting, acting as a constraint on the orderly functioning of the medical area.
- o Massachusetts Department of Public Works proposed roadway improvements present the possibility of new vehicular access points into the study area at the new Massachusetts Avenue connector and at Union Park Street.
- o The intersection of the proposed Massachusetts Avenue connector at the existing Massachusetts Avenue presents the opportunity to create a "gateway" into the medical area and the South End.
- o The portion of the Southeast Expressway which will remain elevated offers clear views into the study area giving the adjacent medical area and industrial sites the opportunity to establish strong visual identities.
- o Washington Street, Harrison Avenue and Albany Street, the three main east-west streets in the study area, establish strong visual, vehicular and pedestrian corridors which reinforce a sense of orientation and district identity.
- o The demolition of the old Orange Line and reconstruction of Washington Street will revitalize a formerly blighted corridor creating the opportunity for above-mentioned streetscape improvements as may spur new commercial uses.
- o The "super block" configuration of the Cathedral Housing Project and portions of the hospital area result in the isolation of those parcels from the surrounding areas.
- o East Brookline, East Canton, East Dedham, Plympton and Wareham streets represent vestiges of the historic street pattern of the area. Future infill development presents

the opportunity to reestablish a sense of district in this portion of the study area.

- o The area between Union Park Street, East Dedham, Plympton, and Wareham streets containing a mixture of residential and industrial uses suffers from a somewhat confused or weak district identity.
- o The Southeast Expressway will continue to be a strong visual barrier at the Southeast edge of the study area upon completion of the Massachusetts Department of Public Works proposed improvements and will continue to be a source of noise to properties along that edge.



SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 9

Prepared For
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SURVEY OF PROPOSED DEVELOPMENT, PUBLIC IMPROVEMENTS, AND
NEIGHBORHOOD CONCERNS

In order to learn the specifics about the myriad public and private development projects in the South End Medical Area Planning Study area, we have contacted a variety of actors to talk with about the specifics of each proposed development or planned improvement. An attempt was made to contact a cross-section of people in the South End--medical institutions, churches, businesses, the public housing authority, neighborhood associations, and public agencies.

In general, the proposed developments and public improvements truly reflect a strong positive outlook on the South End as expressed by those we have talked with to date. The reasons are multifaceted, but a combination of public and private actions has helped physically improve the South End and has helped to create confidence in the future of the area. The relocation of the Orange Line to the Southwest Corridor eliminated the deafening noise of overhead trains. The removal of the elevated structure has brightened Washington Street, making the street, facing buildings, and surrounding streets more inviting. In addition, the South End Neighborhood Housing Initiative of the BRA is designating parties to develop many of the City-owned vacant and underutilized parcels throughout the South End.

Renewed interest and confidence in the South End by private developers and businesses has also boosted confidence in the area, and as the following summary of the surveys and contacts completed to date shows, there is a wide variety of development projects and improvements planned.

PARTIES SURVEYED (To Date)

University Hospital
Boston University Medical Center, Marketing Dept.
Boston City Hospital
Archdiocesan Planning Office of Urban Affairs
Worcester Square Area Neighborhood Assn.
Blackstone/Franklin Neighborhood Assn.
Carpenter & Co.
E.I. DuPont & DeNemours
MBTA
Boston Flower Exchange
Division of Capital Planning and Operations
EDIC
Boston Housing Authority
Teradyne
Architects for Immaculate Conception Church
South End Neighborhood Housing Initiative BRA project director
Pine Street Inn

CATHEDRAL HOUSING DEVELOPMENT (Boston Housing Authority)

EXISTING:

This Boston Housing Authority development was built in 1954 and consists of a 13-story tower surrounded by and connected to four 10-story buildings and seven low-rise buildings. The development currently has 504 units, 170 of which are vacant. The current population is approximately 1000-1100.

PLANNED:

Renovations to three of the four 10-story buildings
Nine new townhouses to be built
Former Cathedral Station Post Office to be demolished
and site to contain two of the townhouses
Townhouses to be four- and five-bedrooms
Highrises to have three two-bedroom duplexes and 26
other sized apts.
Renovated highrises to house 29 families each, down
from 40 each
Total number of families added after renovation=96
Total density reduced to 450 units total

SCHEDULE:

Construction to begin late summer 1988
Townhouses could be complete summer 1989
Highrises to be done fall 1989

ISSUES:

Only minimal landscaping will be done, mainly around
the new townhouses; nothing will be done to add or
improve open space
Project originally called for demolition of the highrises,
but BHA opted for retention of as many units as feasible
through renovation
Currently there are few legal on-site parking spaces;
renovation will add 25 spaces, but there will be
virtually no parking available during construction
BHA maintains that Cathedral Housing is one of their better
developments

OTHER COMMENTS:

\$11 million construction
Dimeo Construction, turnkey project

CATHEDRAL OF THE HOLY CROSS (Archdiocesan Planning Office)

EXISTING:

The Cathedral of the Holy Cross complex consists of the Cathedral, Cathedral Grammar School, Cathedral High School (200 students), rectory, St. Helen's retirement housing (74 market, 9 elderly), and the administration building. The Centro del Cardenal across Washington Street serves the Spanish-speaking community. As the major gathering place for Catholics in the City, the Cathedral hosts major events that attract up to 3,000 people.

PLANNED:

Major renovation of Cathedral itself
Over \$50 million in construction
Demolition of the grammar school
Clerical housing, Malden and Harrison
New high school, Rollins-Savoy block, or housing
400 below-grade parking spaces under new school
Mixed-income housing on Harrison Avenue between
Wareham and East Brookline: Option A=184 units,
Option B=106 units
Option B=Demolish high school and build new; Option A=
Convert high school to administration and build new
school adjacent
Fire station at Malden Street: possible parking structure
for 240 cars
Close Union Park Street and orient "plaza" north
Option A=Build over Waltham Street and close it; Option B=
pedestrian mall on Waltham Street

SCHEDULE:

Want to move as quickly as possible
Need to raise money

ISSUES:

Archdiocese, and in particular, Cardinal Law, wants to make the Cathedral the major facility for Catholics in Boston
Feel light rail transit on Washington Street with a stop at Msqr. Reynolds Way is essential, and without light rail, they question the viability of the entire development
Rollins Street site was designated for housing by the BRA six years ago - could be housing, not school, as a result

Have not been designated developer of the proposed housing parcels on Harrison Avenue yet (three BRA parcels, one PFD parcel)
wants to see stores across Washington Street fixed up, but states that the trolley tunnel and plaza schemes that involved taking the stores have been dropped
Concerned about Cathedral Housing -- crime, drugs, physical appearance -- and negative perceptions of the development

OTHER COMMENTS:

The "front door" of the Cathedral is seldom used; most activity takes place from the side entrance.

BLACKSTONE/FRANKLIN NEIGHBORHOOD ASSN. (Randee Martin,
Brian Davidson)

EXISTING:

The Blackstone/Franklin Neighborhood Association's boundaries are Shawmut Avenue, Rutland Street, St. James Street, and Msqr. Reynolds Way and thus are within the study area boundaries. Begun as advocates for the two parks, the group was instrumental in revitalizing the parks and continue to oversee their maintenance. In addition, the association is concerned with the nature of proposed development in the area.

CONCERNS:

They want to promote permanency and stabilization of the South End through an emphasis on home-ownership by all income levels
They don't want to see the South End become a "dumping ground" for "undesirable" activities
Traffic and access to development on Albany Street and Harrison Avenue, given the street and traffic patterns of the South End, are major concerns as well
Preservation of historic and architecturally significant buildings
Maintain character and architectural integrity of old South End in new developments
Oppose light rail transit and fear that it would segregate the eastern part of the South End even more than the elevated did

BOSTON CITY HOSPITAL (Abby Flam, Bernie Plovnick)

EXISTING:

The Boston City Hospital was founded in 1864 and at one time, 1937, had as many as 2,200 beds. It was incorporated into the Department of Health and Hospitals of the City of Boston in 1965. The hospital's clientele comes primarily from five neighborhoods in Boston--South Boston, North Dorchester, South Dorchester, Roxbury, and the South End. Some 25 percent of patients are on Medicaid, and about 40 percent have no coverage at all. The campus is laid out in "pavilion" system of many separate buildings that were designed to accommodate single purposes. Although Boston City Hospital operates bus shuttles to Andrew and Ruggles MBTA stations, many people drive.

PLANNED:

Three-year construction project

323 total beds

Phase 1: Relocate functions of three buildings, demolish

Phase 2: Build new inpatient building; renovate Dowling and ACC; demolish medical, do site improvements

Phase 3: (A) Build new kitchen; renovate clinical labs; demolish Sears and biochemistry, construct new roadway and parking (B) demolish kitchen; build temporary access to three buildings on Harrison; build new storage (C) new receiving dock; interim receiving area and enlarge emergency room parking; demolish surgery, maternity; add surface parking, site improvements.

Phase 4: Complete the plan. Add either parking structure on-campus or in conjunction with SETSA development on Albany Street.

\$77 million in construction, FHA financing

ISSUES:

Parking for patients and employees is a problem

Transit use has declined since the closing of the elevated Orange Line and more people are driving

Need high-quality transit

Need socio-cultural opportunities for employees at lunchtime -- shops, green space for picnics, banks, convenience stores, etc.

Security is an issue

Relocating existing functions during construction

Siting difficulties

Financing

MBTA

EXISTING:

The MBTA Albany Street bus garage, bus maintenance facility, and MBTA Lost & Found are located on the northern end of Albany Street. Bus routes 1, 8, 9, 10, 11, 47, and 49 pass through or run on the periphery of the Study Area.

PLANNED:

Replacement transit service for the elevated Orange Line could be buses, trackless trolleys, or light rail vehicles. Transit service would be on Washington Street in six of the eight alternatives; two paired-bus routes have buses on Tremont Street and Albany Street (option: Harrison Avenue instead of Albany Street)

Circumferential transit proposes, in the short-term, supplementing the existing crosstown bus network and implementing transportation systems management solutions to improve lateral transit movement. Long-range proposals include rail transit or guided bus following the approximate alignment of the Inner Belt highway, connecting Columbia Point, South End, Cambridge, Lynn.

Reconstruction of Washington Street after removal of El and station structures. Will include landscape improvements, new crosswalks, new sidewalks, new lights.

TERADYNE (Robert Grant)

EXISTING:

Teradyne was founded in 1960 and moved to South End in the former Hub Mail Building in 1979. The South End facility has about 250,000 square feet and about 500 employees. There are approximately 1,500 Teradyne employees in both the South End and Lincoln Street buildings. The work force in the South End consists of about 60 percent white-collar employees who are on FlexTime (7-10 a.m. to 4-8 p.m.) Those who are blue-collar employees generally work from 6 or 7 a.m. to 3 to 4 p.m. Although there are second and third shifts, they are relatively small. Employee parking is provided under the existing Central Artery, at the Pine Street lot leased from the BRA in South Cove, and surface parking next to building on Herald Street, totaling about 350 spaces. Shuttle bus service is provided from the South End building to the Lincoln Street office continuously throughout the day; two shuttle buses operate during the peak hours

PLANNED:

Three-level parking garage (120' x 270') planned for the surface-parking lot next to the building-one below-grade level, one at-grade with a connection to the lobby area, one above-grade, and uncovered roof parking. Total spaces: 300+

Garage design will allow for addition of two more stories of either parking or office space

Access to garage will be off Harrison Avenue, emergency egress on Washington Street

No plans to expand South End operation now

SCHEDULE:

Garage plans are currently being reviewed by the BRA, neighborhoods

Lease on Pine Street lot ran out March 1988, but expect to utilize lot until new garage is built, given potential delays in planning and construction of housing for site

Hope to open garage October 1989

Estimate cost at \$5 to \$6 million

ISSUES:

Dropped the idea of a 600-car garage on the site, because it would be too expensive to build, and questioned whether it would be fully utilized

Many employees take transit, including a large number of commuter rail riders who have benefited from the new Back Bay station

No preference for replacement service on Washington Street

Parking is very important in order to attract employees as they are the only business of this type in the City and are competing with businesses along Route 495

DU PONT (Roger Heiser, Charles Killian)

EXISTING:

DuPont, a major research testing equipment manufacturer, bought New England Nuclear, former occupants of the Albany Street building, in 1981. The facility has 200,000 square feet of space, approximately 60 percent of which is lab space.

There currently are about 450 employees and approximately 200 parking spaces total, some of which are leased from the BRA. The company has a FlexTime policy, but most of the employees work 8:30 a.m. to 5:00 p.m. A small second

shift (approx. 20) works until 11:00 p.m. "Most" employees carpool to work and there is a fair amount of drop-off by spouses. DuPont operates a shuttle bus that runs during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) from the New England Medical Center MBTA station to DuPont. However, many employees take public transportation and walk from Back Bay or the Red Line in South Boston

PLANNED:

Planning to build a small building 8,000-10,000 sq. ft. beyond the offices at 549 Albany Street to replace a demolished building on the site
No expansion planned in the next five years

ISSUES:

Would like to buy the leased BRA parking lot (currently short-term lease)
Ideally would like to close East Dedham Street and create a big block between East Canton and Plympton
Central Artery construction is a real threat -- over 80 percent of the products are shipped, 60 percent or so out of Logan Airport
Concerned about construction at the I-90/I-93 interchange causing backups and diversions through the South End
Concerned about Archdiocese housing plans for Harrison Avenue and how it will affect parking lot
Although there has been improvement in the area over the past years that will surely continue now that the El is down, there needs to be better policing of the area to keep it from becoming a junk yard
Support light rail replacement service on Washington Street and have had conversations with the Archdiocese about the alternatives
South End is a good location, because it is so near the heart of the biotechnology world

BOSTON UNIVERSITY MEDICAL CENTER (Donald Giller,
Marketing Dept.)

EXISTING:

Boston University Medical Center serves as a management entity for two corporations. The Boston University Medical School's three schools and the University Hospital. There are currently 2,100 employees, about 1,800 FTE, at the University Hospital, and 2,400 (same FTE) employees at the B. U. Medical Campus. The BUMC runs

a shuttle bus runs free from the Broadway Red Line station to the BUMC: buses run 6:30 a.m. - 9:30 a.m. and 3:30 p.m. - 6:30 p.m. There is a 25 percent employee discount given for all MBTA passes

PLANNED:

No new buildings planned by either entity

ISSUES:

Public transportation is not adequate
Need high-quality bus service on Albany Street
Support light rail replacement service on Washington Street
Albany Street bus service is even more critical in the interim before permanent replacement service begins
Parking is relatively cheap now, but this will change
Parking is generally not a problem
Need to upgrade the image of Albany Street by improving the streetscape and the facades
Police enforcement needed
Concerned about Cathedral Housing Development and safety and image problems

SENHI (SOUTH END NEIGHBORHOOD HOUSING INITIATIVE) PHASE I

PLANNED:

Within the study area, there are 211 units of housing planned on six BRA parcels.

SCHEDULE:

Hope to begin construction at the end of this year.

SENHI PHASE II

PLANNED:

Housing and gardens planned for five parcels within the study area.

SCHEDULE:

Will be starting planning on this phase within two months

SUFFOLK COUNTY HOUSE OF CORRECTION (DCPO)

PLANNED:

New correctional facility to house 823 beds on a 7 and one-half acre site east of the Southeast Expressway ramps bordered by South Bay Avenue, Atkinson Street, Bradston Street, and a new street running from Atkinson Street to the Expressway. The jail will be designed by a team selected through a competition with four others.

SCHEDULE:

Groundbreaking is proposed for March 1989 and the proposed opening for the jail is September 1991. The jail is an approximately \$75 million project by DCPO.

PINE STREET INN

EXISTING:

The one-acre site includes the former headquarters for the City of Boston Fire Department. The yellow-brick tower building serves as a multi-service center for 350 homeless men and women. The Inn has 70,000 square feet of space and one-quarter acre of landscaped park space which is divided into separate enclosed parks for men and women. There are 250 beds for men and 50 beds for women. In addition, the top two floors of the building provide quarters for over 35 staff members.

PLANNED:

A renovation of a recently purchased building on Albany Street behind the existing buildings is planned to house beds for 50 women. These beds are being transferred from a Pine Street Inn shelter in Dorchester. In addition to the 50 beds, there will be office and administration space created.

SCHEDULE:

Hope to open new building in 1989.

UNIVERSITY HOSPITAL (J. Scott Abercrombie, Jr., M.D.,
President)

EXISTING:

University Hospital, a member of the Boston University Medical Center, is comprised of 10 buildings located

between Harrison Avenue and Albany Street. Parking is provided in the Doctors Office Building and in lots A and C on Albany Street. The main entrance to University Hospital is the Atrium Pavilion on E. Newton Street. Construction of the Atrium Pavilion, including dining facilities, will be completed late this year.

PLANNED:

No additional property is being sought by University Hospital, but the buildings that previously held patients are being renovated to office space. The long-term goal is to put every bed into the Atrium building and to have all patient care in the Atrium. There is a desire to make the dining facilities in the Atrium a high-quality restaurant, one that will attract a larger constituency than just hospital personnel. The Preston Family Building at E. Newton Street and Harrison Avenue is being considered for conversion to a nursing home. The Talbot Building could conceivably be leased.

SCHEDULE:

Funding for any improvements and changes is very much an issue, and all of the long-term goals depend on the ability to raise funds. Current government policy toward hospitals does not provide enough support to meet needs.

ISSUES:

Although safety and crime are concerns, the South End has been given an unnecessarily harsh reputation as a high-crime area in the view of University Hospital. As residential developments increase in this part of the South End, the feeling is that safety, both in terms of perception and reality, will increase. The area seems to be becoming more prosperous in the view of University Hospital, and now that the elevated structure has been removed, the area should continue to improve. Direct transit to the Medical Center area by means of a bus and additional service via light rail from downtown Boston is very important. University Hospital seeks to further improvements in the area by doing what it can to improve its facilities and to improve the neighborhood.

CARPENTER & CO. (UNIVERSITY ASSOCIATES)

EXISTING:

The 19-acre site, bounded by Albany Street, Massachusetts Avenue, Boston City Hospital power plant and the Southeast Expressway, is currently used by Boston City Hospital, B.U. Medical Center, and University Hospital for parking.

PLANNED:

Proponent is 19-acre SETSA development, 624-710 Albany Street. Project is divided into two parts: Phase I includes: one 14-story office building with 175,000 square feet; 242-room hotel and 180-seat restaurant; 16,000 square feet of retail space; 350-car garage on three levels. Phase II is two 175,000 square foot office buildings and a three-level, 400-space garage. A sky-bridge will connect the proposed project to the Boston University Medical Center.

SCHEDULE:

The Environmental Impact Report for Phase I is currently being prepared. There is a hotel-feasibility study being done and commitments to office space are large. Phase I construction is estimated to begin in Fall 1989 and take approximately 18 months. Phase II will be built later if market demands are sufficient.

ISSUES:

The developers would like to see a curb cut made from the new Southeast Expressway to Albany Street. This would serve the development and would help relieve congestion at Massachusetts Avenue and Melnea Cass Boulevard. Also, the Southeast Expressway ramps east would expand the parcel and allow more parking on the site. The design of the buildings (Cambridge Seven Architects) has been approved by the BRA with some changes requested.

BOSTON UNIVERSITY SCHOOL OF MEDICINE

EXISTING:

The Boston University School of Medicine is comprised of seven buildings located primarily between Harrison Avenue and Albany Street and in the former Baltimore Brush building at 801 Albany Street.

PLANNED:

An independent master plan has been commissioned by the Boston University School of Medicine and is underway.

BOSTON WHOLESALE FLOWER MARKET (Cynthia Risner)

EXISTING:

The Boston Wholesale Flower Market is comprised of three entities on seven acres of land on the east side of Albany Street. Parcel 48A is owned by Edward A. Jacobson, owner of a florist supplies business. Creative Distributors (Joel Strumph) owns Parcel 48C, and the business there deals in floral specialties. Parcel 48B is a 70,000 square foot wholesale flower market owned by the Flower Exchange, a cooperative of wholesale florists. The Market is managed by a Board of Directors which provides space on what compares to a triple net basis to the florists. Cynthia Risner, general manager, reports to an 11-member Board, the chairman of which is Harry Tiers, wholesale florist. The complex has been in operation about 18 years

PLANNED:

Recently, some capital improvements to the plant have been done, including a new roof. The first mortgage on the property is due to be retired at the end of 1988. There has been a general slowdown in business and a change in membership in the Flower Exchange

ISSUES:

Creative Distributors and Jacobson will follow the Wholesale Flower Market, because it is important that the two businesses stay close to the Flower Exchange. Trucks and airplanes are both used for transporting flowers to the market making good truck access important.

IMMACULATE CONCEPTION CHURCH (SOCIETY OF JESUS) (Michael Liu,
The Architectural Team)

EXISTING:

Jesuit Church and rectory on Harrison Avenue between E. Concord Street and E. Newton Street. The rectory was the former home of Boston College.

PLANNED:

Approximately 130 condominiums, primarily market rate, will be developed in the rectory building. Twenty units of housing, dormitory-style, will also be created as a Jesuit retirement community. The church, the interior of which has been designated a Boston Landmark, will be in part retained for worship. Approximately one-half of the church space will be devoted to social service use and the chapel area will be separate

SCHEDULE:

Demolition of the church interior was started in late 1986, but was halted after protests from neighborhood leaders and preservationists. It was after this demolition that the interior was given Landmark status in order to prevent additional damage. Construction documents for the housing are about one-half complete, and construction is expected to begin early in 1989. Restoration of the church should start in September 1988.

WORCESTER SQUARE AREA NEIGHBORHOOD ASSOCIATION
(General Meeting 6/28/88)

EXISTING:

The Worcester Square Area Neighborhood Association is an established, very active community organization whose boundaries extend from E. Canton Street to Northampton Street and from Washington Street to Albany Street.

CONCERNS:

WSANA is very concerned about preserving the character of the South End and with controlling the nature of development. Although the boundaries extend across Massachusetts Avenue and as far as E. Canton Street, the association is centered around the few blocks around the park area. Traffic, parking, and trash are major concerns, but the primary concern is the specific type of development that is being encouraged by various state and city agencies.

WSANA has for years been fighting to prevent the South End from becoming the City's "dumping ground" for social service agencies and charitable organizations. WSANA attempts to prevent the isolation of Worcester Square and to try to integrate it into the South End without sacrificing the character of the neighborhood and by

promoting the historical and cultural assets.
WSANA is encouraged by the initiation of the South End Medical Area Planning Study and see the resulting master plan as critical to guiding development in the area.

CHINATOWN (MIT Urban Design Studio for the Chinatown/South Cove Neighborhood Council)

The MIT Urban Design Studio's contribution to the master plan of the Chinatown/South Cove Neighborhood Council emphasizes three goals: to restore Chinatown's geographic base, to repair and resupply its housing stock, and to reinforce its economic vitality. The housing component calls for the creation of 2,000 new units of affordable housing by the year 2000, and the plan asserts that the South End is one of several nearby sites that would be a prime location for Chinatown's residential expansion. Seven South End sites, along with Turnpike air rights, have been identified as locations for housing:

- o Rollins/Cathedral
- o Washington/Herald streets
- o "Waterford Village" west of Washington Street
- o Perry/Savoy streets
- o E. Berkeley/Waterford streets
- o Washington/E. Berkeley/Harrison/Savoy
- o Washington/Waltham streets

The plan recognizes that many of sites are either privately owned or already have been designated to developers. Consequently, the development sites are subjectively categorized by seven "levels of availability" according to the difficulty of getting community control over them. On a scale of 1 to 7, sites that would be easiest to gain control of were assigned 1; those that would be most difficult, 7. Of the sites within the South End Medical Area study area, none was ranked higher than 3. The Turnpike air rights were ranked 4, the Perry/Savoy block was ranked 6, the Washington/E. Berkeley/Harrison/Savoy site was ranked 7, and the Rollins/Cathedral site was ranked 3.

The density of development has not been specified; rather, a series of housing types for each site was listed, including a Villa Victoria style, a Tai Tung Village type, and a Tent City type. Approximate densities for each housing type were listed.

The proposals developed by the Urban Design Studio were presented to the Chinatown/South Cove Neighborhood Council for possible inclusion in the Chinatown Master Plan being prepared in coordination with the BRA.

Although the South End Medical Area is defined as the area between Washington Street and the Southeast Expressway at the east and west and Herald Street at the Massachusetts Turnpike and Northampton Street at the north and south, the area surrounding the well-defined study area is experiencing change as well. Actions by both public and private entities in the neighborhoods adjacent to the South End Medical Area have begun to affect the things such as traffic circulation, infrastructure capacity, the quality of life, job opportunities, residential opportunities, and open space.

In virtually each of the neighborhoods surrounding the study area there is some major development or improvement planned. In Lower Roxbury at Columbus Avenue, Parcel 18--over 750,000 square feet of office and retail space--is now in the planning stage. Down the street on Melnea Cass Boulevard, the 35,000-square foot Parcel 10 has been proposed as the site for a supermarket for many years. A traffic and parking study of this part of Roxbury will be done with a Kenmore-area traffic study by the City. Dudley Square will undergo redevelopment in the wake of the removal of the elevated structure and renovation of the MBTA station facility, and in CrossTown Industrial Park, Digital Equipment plans a major expansion of its plant.

The Newmarket Industrial District area is slated for a major five-year \$116 million revitalization, guided by EDIC/Boston, that aims to preserve some 2,000 existing jobs and to create another 2,000 jobs, primarily in blue-collar industries.

South Boston residential development is taking off, and plans for the South Boston piers area, new development along Congress and Summer streets, and the construction of the Seaport Access Road will increase activity in the area dramatically.

Chinatown is preparing a master plan to guide its future and will be participating in the Kingston-Bedford development. Several hundred units of housing will be developed by community development corporations in the South Cove area of Chinatown in the near future.

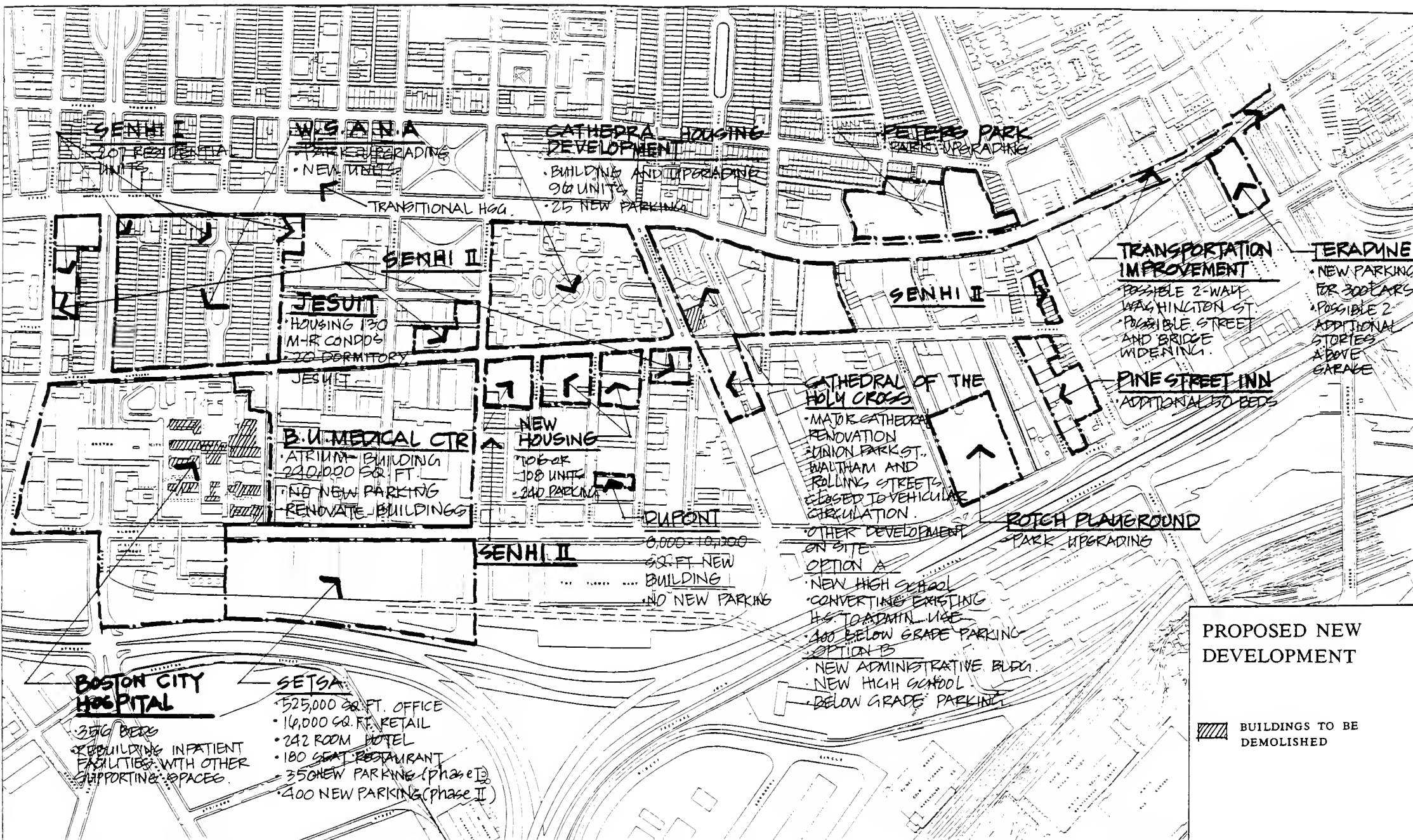
The Prudential Center expansion and 500 Boylston Street projects in the Back Bay are major developments that are likely to have major transportation impacts. A transportation study of the Back Bay has also been commissioned.

In addition to the proposed public and private development proposals in the South End Medical Area Planning Study area, several major improvements to the transportation network have

been proposed by both the Massachusetts Department of Public Works and the City of Boston Transportation Department. Each of these plans, if implemented, would have a major impact on access to the area from the highway system.

These proposed improvements are detailed in Figure 11.

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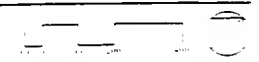


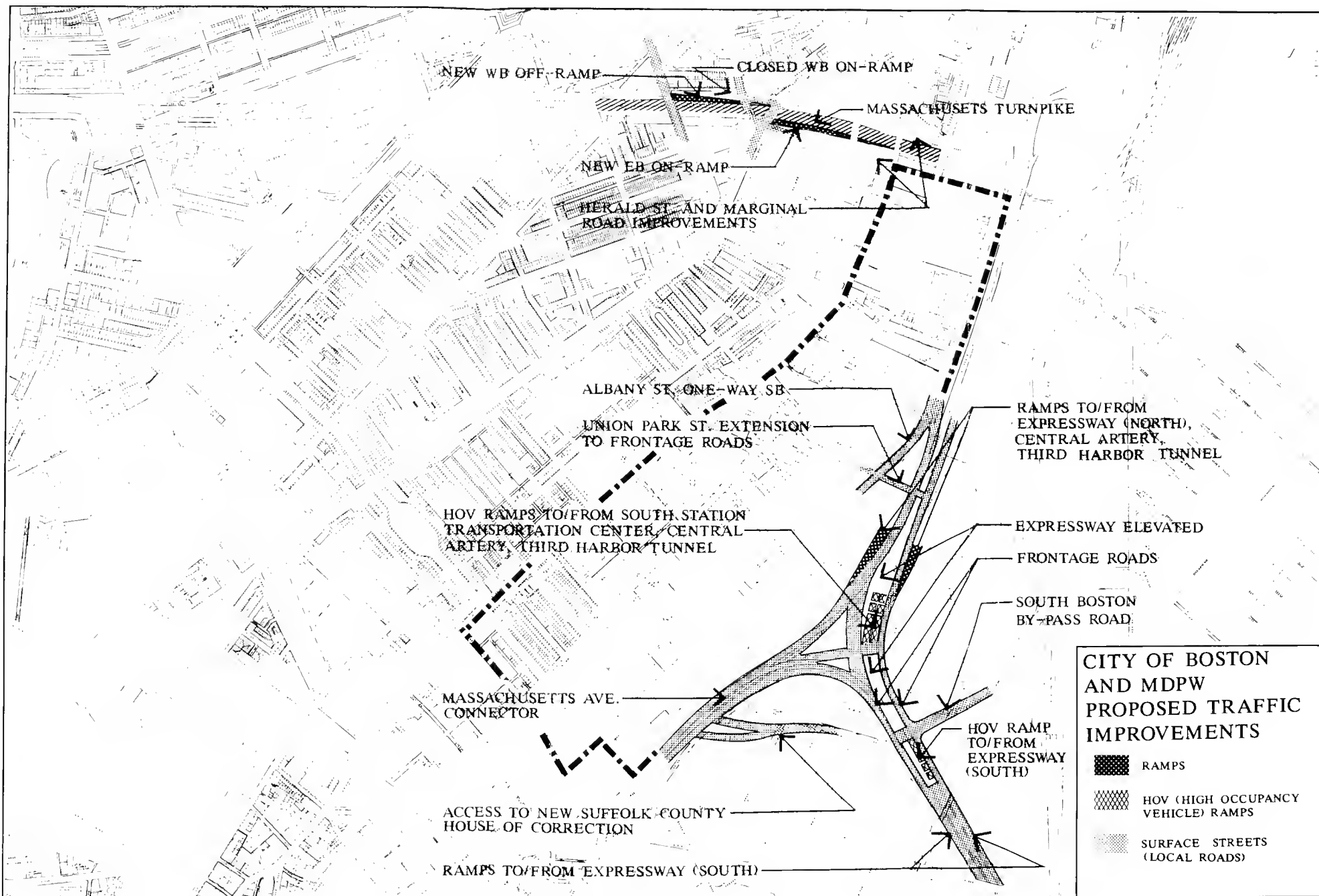
SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 10

Presented For:
University Hospital

Consultants:
Robert F. Walsh Associates, Inc.
Howard/Stein-Hudson Associates
CBT/Childs Bertman Tseckares & Casendino Inc.





SOUTH END MEDICAL AREA PLANNING STUDY

FIGURE 11

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